Attachment A
Project Assessment Form for $PM_{2.5}$ Interagency Consultation

The San Francisco Bay Area is designated as nonattainment for the 24-hour $PM_{2.5}$ standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete $PM_{2.5}$ hot-spot analysis as part of the project-level conformity determination process.

The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a project of air quality concern and therefore requires a project-level $PM_{2.5}$ hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CRF 93.123(b)(1) as follows:

(i). New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

(ii). Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

(iii). New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

(iv). Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v). Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is <u>not</u> required under the following circumstances:

The project does not require a project-level PM hot spot analysis since it:

- Is exempt pursuant to 40 CFR 93.126; or
- Is a traffic signal synchronization project under 40 CFR 93.128; or
- Uses no Federal funds AND requires no Federal approval.

Instructions

The project sponsor is responsible for taking the following actions:

1. Fill out this form in its entirety and ensure that there is a sufficient level of detail about the project for the Air Quality Conformity Task Force to make an informed decision on whether or not a project requires a project-level $PM_{2.5}$ hot-spot analysis.
2. Upload and submit this completed form to MTC via the FMS so that MTC can schedule this project for interagency consultation by the Air Quality Conformity Task Force. In addition to this form, the project sponsor may upload the $PM_{2.5}$ hot-spot analysis via FMS for review by the Conformity Task Force.
3. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

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RTIP ID# *(required) 22511*
TIP ID# *(required) MTC050027*
Air Quality Conformity Task Force Consideration Date
Project Description *(clearly describe project)* The San Francisco Water Emergency Transportation Authority (WETA) is proposing to develop a new passenger-only public ferry transit link between Berkeley and San Francisco. The ferry would operate between the San Francisco Ferry Building and the Berkeley waterfront. The Berkeley ferry terminal would be located adjacent to Seawall Drive, south of the Berkeley Fishing Pier and north of HS Lordships restaurant. WETA would construct a ferry terminal building and associated waterside and landside facilities for berthing ferryboats at the Seawall Drive site.
Type of Project: Intermodal facility/terminal/transfer point

County *Alameda*	**Narrative Location/Route & Postmiles** *Berkeley Fishing Pier* **Caltrans Projects – EA#** *N/A*

Lead Agency: *San Francisco Bay Area Water Emergency Transportation Authority*

Contact Person	**Phone#**	**Fax#**	**Email**
John Sindzinski	*(415) 291-3377*	*(415) 291-3388*	sindzinski@watertransit.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	EA or Draft EIS		FONSI or Final EIS	PS&E or Construction	Other
		X			

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	Section 6004 – Categorical Exemption		Section 6005 – Non-Categorical Exemption
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start				
End				

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Project Purpose and Need (Summary): *(please be brief)*
The purpose of the ferry terminal is to enhance mobility and transportation choices of East Bay residents, to respond to deficiencies in the Transbay transportation network, and to support evacuation during emergency situations.

Implementation of the Berkeley ferry service will reduce congestion in the I-80/Bay Bridge corridor – the most congested corridor in the San Francisco Bay Area - by providing approximately 1,716 passenger-trips per day by 2025. These trips would otherwise use the I-80/Bridge corridor. The ferry service and related facilities will also support disaster response and recovery services required when area roadways and bridges are disabled, and will provide ferry terminal facilities in the East Bay that conform with local and regional plans and policies.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project is a trip generator, in that it will attract passenger trips that would otherwise use the I-80/Bay Bridge corridor. The project would attract passenger vehicle trips that are predominately gasoline powered. Although bus service is currently not provided to the terminal location, bus service would be provided when the ferry service begins operations.

Surrounding land uses include the Shorebird Park and one restaurant (HS Lordships). There are no residential land uses near the ferry or parking lot.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
The project is not a highway or street.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
The project is not a highway or street.

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Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not applicable, the project is not a highway or street.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not applicable, the project is not a highway or street.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Under No Build, there would be no ferries or bus trips to the proposed ferry terminal site. Under Build conditions, diesel powered ferries will arrive/depart the Berkeley terminal at 35 minute intervals during peak commute hours. Approximately 20 diesel buses per day would arrive to deliver passengers to the ferry terminal. These 20 buses would include the ferry terminal as an added stop on existing bus routes that operate in the vicinity.

The existing car park adjacent to the proposed ferry terminal site that provides parking for HS Lordship restaurant will be reconfigured to comply with BCDC requests and restriped to create more park space on the east side of the car park and room for Bay Trail improvements. The parking lot is currently configured for 316 vehicles and 89 public access spaces. Surveys found average daily usage in the range of 40 to 60 vehicles. The reconfigured parking area will be slightly smaller in size but would be able to handle 652 vehicles through more efficient striping and use of valet parking as required (516 non-valet spaces plus 136 valet spaces). The total proposed ferry parking would require 387 spaces of which 247 could be accommodated at the existing lot when all 316 of the HS Lordships spaces are in use (while still maintaining 89 spaces for public access parking). The remaining 140 spaces could be accommodated using Lots L and M adjacent to the Berkeley Marina, which are within a short walking distance of the terminal.

Average weekly ridership of 1,738 riders (869 round-trip commuters) was predicted in the 2002 ridership modeling based on 2025 ABAG projections (CSI, 2002. Prepared for WTA: Ridership Model Forecast Final Working Paper, July). Modal access to the proposed ferry terminal was assumed to be 22 percent walking, 63 percent driving and 15 percent transit. (CSI, 2005. Prepared for WTA: Draft Working Paper Ridership Model Summary of Alternatives and Sensitivity Analysis, December 8). Assuming approximately 1.4 persons per vehicle yielded a demand for 387 parking spaces.

Mode Spilt: The overall mode split for journeys into downtown San Francisco are 54 percent transit, 30 percent drive-alone and 16 percent ride share (Badiner, L., 1995. Commute Patterns to Downtown San Francisco, San Francisco Planning Department, June 30). Therefore 46 percent of the passengers could be expected to take some form of private vehicular transportation to San Francisco.

Ferry vessels would idle at the terminal for up to 15 minutes per arrival/departure cycle. This includes time for the vessel to approach the terminal, time for passenger embarkation and debarkation, and time for the vessel to back out of the terminal. It is anticipated that there would be up to 10 cycles per day.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
Under no-build, there would be no ferries or bus trips to the proposed ferry terminal site(s). Under Build conditions, diesel powered ferries will arrive/depart the Berkeley terminal at 35 minute intervals during peak commute hours. Approximately 20 diesel buses per day would arrive to deliver passengers to the ferry terminal. These 20 buses would include the ferry terminal as an added stop on existing bus routes that operate in the vicinity.

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Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Implementation of the ferry service will reduce congestion in the I-80/Bay Bridge corridor – the most congested corridor in the San Francisco Bay Area - by providing approximately 1,736 passenger-trips per day by 2025. These trips would otherwise use the I-80 Bay Bridge Bridge corridor

The expected passenger mode split without the Project is discussed above. Without the Project, passengers could be expected to take either private vehicles or public transit along the Bay Bridge corridor.

Comments/Explanation/Details *(please be brief)*
The proposed project is within a nonattainment area for federal PM2.5 standards. Therefore, according to 40 CFR Part 93, a PM2.5 hotspot analysis is required for conformity purposes. However, EPA only requires hotspot analyses for projects that are not listed in Section 93.123(b)(1) as a project of air quality concern (POAQC). Five project categories qualify as a POAQC (listed on the first page of this attachment). The following discussion evaluates the Berkeley ferry terminal project with respect to each of these five POAQC categories.

The project does not qualify as a POAQC for the following reasons.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123(b)(1)(i)). Since the project is not a new or expanded highway project, it does not meet this criterion.

2. The project does not affect intersections operating at a level of service D, E, or F with a significant number of diesel vehicles related to the project (40 CFR Section 93.123(b)(1)(ii)). Levels of service at three intersections would be slightly worse under existing conditions with the project compared to without the project. However, those worsened levels of service would result primarily from passenger vehicles traveling to the project site, and would not result from a significant number of diesel vehicles. Under future (2030) conditions, the project would not significantly affect levels of service as compared to without the project. Consequently, the project does not qualify as a POAQC using this criterion.

3. The project is not a new bus or rail terminal or transfer point having a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123(b)(1)(iii), (iv)). Although the project is a new transfer point, it would not have a significant number of diesel vehicles congregating at a single location. During peak ridership periods, the project would have one diesel-powered ferry arriving every 35 minutes and 2 to 3 diesel-powered buses arriving/departing for each arriving ferry. This does not represent a significant number of diesel vehicles congregating at a single location. The project does not qualify as a POAQC using this criterion.

4. The project is not an expansion of an existing bus or rail terminal or transfer point (40 CFR Section 93.123(b)(1) (iv)) and, consequently, does not qualify as a POAQC using this criterion.

5. There is no state implementation plan for PM2.5, and the project area is therefore not identified in an implementation plan as an area of potential violation (40 CFR Section 93.123(b)(1)(v)). Pursuant to federal air quality guidelines, a PM2.5 plan will be prepared and submitted to the U.S. Environmental Protection Agency by December 14, 2012. The project does not qualify as a POAQC using this criterion.

Based on the above analysis, the project does not qualify as a POAQC using the five criteria listed above. Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 and 40 CFR 123 without any explicit hotspot analysis. The proposed project would not create a new or worsen an existing PM2.5 violation.